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BIENNIAL REPORT

OF THE

Railroad Commissioner

OF THE

STATE OF VERMONT,

FOR

1877-78.



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REPORT.

To the General Assembly of the State of Vermont :

Your Railroad Commissioner has the honor to submit his report concerning the operation of railroads in the State, their condition, and the condition of their carriages, engines, and equipage, and also such changes in their condition, so far as the same could be ascertained, for the two years ending June 30th, 1878, as required by Sections 121, 122, and 123, Chapter 28 of the General Statutes.

The events of the past two years (our centennial years) have been in some respects the most remarkable in the history of this country, and that which relates to the history of the railroads of this country has been the most startling and important, and my report would not be complete without referring to some of the most important of these events.

Early in the year of 1877 the country was startled by the report of the Ashtabula accident, when a fearful storm was raging; scores of men, women and children were precipitated down into the river, where many who were so unfortunate in escaping immediate death, met a slow and more terrible one by freezing or roasting.

The country had hardly recovered from the shock of this terrible calamity, when was heard the low murmur of discontent of those who were operating our railroads as firemen, brakemen, engineers and others employed by the various roads. On account of depression of business throughout the country, it became necessary for the managers of the various railroads to reduce their expenses, and also salaries paid the employees of the roads.

This, many of the employees determined to resist, not only to refuse the compensation offered, but prevent others accepting it who would. This was not confined to one locality or State, but extended to nearly all of the States through which any through lines passed, and even extended to this State, but wiser counsels prevailed here and no collision was had, and perhaps if the same course had been pursued by the officers of other roads the disgraceful strikes might have been prevented which for a time stopped the travel, paralyzed business, and finally culminated in fire and carnage at Pittsburgh, by means of which scores of lives were lost and millions of property destroyed; but, as these scenes transpired outside of this State, we can give them but a passing mention.

Just before these events occurred, the managers of some of the roads in this State became convinced that in order to run the roads and pay expenses, they must reduce the wages of all the employees of the road, and they carefully made the reduction. The employees being dissatisfied, appointed a committee to wait on the President of the company and lay their grievances before him, and demand that

the former wages should be restored, or the result would be they would have to leave the employ of the company.

The President showed the committee that the earnings of the road were much less than it formerly had been, and the running expenses must be reduced, but if they could better their condition they could leave at any time and he would give them a recommend to other roads. Thus treating them as reasonable men they were satisfied, and the result was, while confusion and anarchy prevailed in other States, there was no delay to travel or trade in this State in consequence of lawless combination of men, and although we escaped at that time we may not be so fortunate again, and it may be well to follow the course of some of the other States and make it a crime for any person or persons who have charge of a train as engineer, brakeman, or conductor, to leave his train until it arrives at its destination.

This should in my judgement receive the attention of the Legislature at this time, in order to guard against any further obstruction to travel and trade.

There has been quite a decrease in the business of our roads within two years past, and to offset this the expenses of the roads have also been reduced, but I think the decrease could all, or nearly all, be traced to the stagnation of business.

I have from time to time carefully inspected the various roads in this State, and believe them to be in the main in good condition, and some of them in far better condition than they were two years ago, especially the Vermont Valley road, also the Central road.

The Central Vermont has substituted steel rails for iron over quite a length of their road, and it, as well as the St. Lawrence & Atlantic, is kept up in good condition, and in fact I think all of the roads in the State are in good safe condition, and the engines, cars, and other equipments of the roads are all that the wants of travel and business require, and I believe the roads are safely and carefully run. This fact is substantiated when we look and see how few accidents that have occurred on the lines of the roads in this State, as compared with others where they have but a single track, we have been very fortunate to say the least.

Since my last report the Burlington & Lamoille Railroad has been completed and opened for travel and freight, from Burlington to Cambridge, where it forms a junction with the Lamoille Valley Railroad. This road is now operated by G. C. Lindsley as manager, and is one of the finest roads in the State.

The Lamoille Valley Railroad have completed and opened their road for business to Maquam Bay on the shore of Lake Champlain.

This road has been run by receivers for nearly a year. The receivers are A. B. Jewett and A. W. Hastings, and this road, or rather the receivers, have been struggling to complete and fence it, but I am sorry to report that they have not complied with the law, as to fencing said road. About the time the road was completed, having laid the iron the whole length of the road, complaint was made to me by inhabitants along the line of the road that it was not fenced, and that their cattle, horses and sheep were being killed in consequence of the neglect of the road to make their fences. I at

once called the attention of Col. A. B. Jewett, receiver and manager, to this subject and went with him over the road. This was quite late in the fall of the year, and I found there was but little if any fence on the line of the road from Johnson to Swanton, but he informed me that they were anxious to complete the ballasting of the road as soon as possible, and then as soon as they could they would fence the road. He further stated as a reason why the fences were not attended to, was they (the Co.) were poor, and had to use the earning of the road to complete and ballast it, and it was difficult for them to get along. I was aware that the receivers were laboring under many embarrassments, which might be some excuse for them individually. I urged them to fence the road as soon as possible for fear some serious accident might happen in consequence of the neglect. I heard nothing further in reference to it until about the first of May, when I received another complaint signed by six or eight farmers on the line of the road, stating that "the road had not been fenced and they were losing cattle, etc., by the road," and asking for relief, and some of them went so far as to say if they could not get relief they would take the matter into their own hands and redress their own grievances. I told them I was powerless to compel compliance of my orders, but thought that by representing the matter to Col. Jewett he would attend to it at once, and I did call his attention to it and urged him to have the road fenced.

They went to work and fenced the road next to the pastures all along the line of the road, and thus the matter rested quietly until about the 17th of September, 1878, when another complaint came to me, made by a farmer in Fairfield, saying the company had fenced only along the line of the pastures, and they wanted now to turn their cattle into the fall feed, and the rest of the fences must be built. I at once wrote to Col. Jewett, insisting that the road should be fenced at once, and I hope and trust it will soon be completed.

It seems to me that the safety of travel demand that some means should be devised so that the safety of travelers should be ensured from such accidents, also farmers along the line of the roads for their stock. The railroads are of course responsible for such damages, but anyone who is acquainted with the expenses of litigation would rather lose a valuable horse than attempt to collect pay from a railroad company.

In consequence of the serious troubles that are liable to grow out of a railroad neglecting to fence and guard their roads at crossings, &c., I would recommend the passage of an act making it the duty of the Railroad Commissioner, on complaint of any party in interest setting forth that any railroad company has neglected to build or keep in repair their fences or cattle guards, to immediately inspect the same, and if found that the fences or cattle guards are not sufficient to notify said company, fixing a time in which said company is to build or repair the same; and in case of neglect to comply with the order they shall be subject to a fine for every day's neglect, to be recovered in the name of the Commissioner, and to be paid to the Treasurer of the State to pay what damages may have accrued to any one injured by said neglect, if any balance shall be left, to the benefit of the State.

It seems to me there should be a severe penalty for the neglect of so important a matter.

There has been several changes in the control and management of the railroads in this State within the past two years. Some of the more important ones I will mention. The Missisquoi Railroad has passed into the hands of a receiver, W. C. Smith of St. Albans, a petition having been brought by the trustees of the first mortgage bondholders to foreclose their mortgage. This road is a branch road, running from St. Albans to Richford, and forms a junction with the Missisquoi and Clide River Railroad. This road has not been kept up in first class condition; the bridges are in good condition but the road bed is rough. It is the intention of the managers of the road to ballast it and put it in good condition.

The road formerly called the Harlem Extension Railroad, which was run under a lease by the Central Vermont Railroad Company up to September 10, 1877, passed into the hands of the Bennington and Rutland Railway Company, and is now under the control and management of said company, and is run by it. This road is now in good safe condition, as well as the Rutland and Washington, and Rensselaer and Saratoga Railroads, which are now run by the Delaware and Hudson Canal Company.

The Vermont Valley Railroad Company, which was also run under a lease by the Central Vermont Railroad Company is now under the control and management of the Vermont Valley Railroad Company, and has been repaired and put in good condition by them. I am sorry to say I have no report from them up to this time.

Two years ago the Missisquoi and Clyde River Railroad, running from Newport to Province Line, near North Troy, and from Province Line, near East Richford, through Richford to Province Line, near Abercorn, which formed a portion of line of railroads called the Southeastern Township Railroad Company, commencing at West Farnham, P. Q., and extending to Newport, Vt., which road was built and managed by the late Hon. A. B. Foster (called the Canadian Railway King), which road was run and managed under a lease by the Connecticut and Passumpsic Railroad Company, up to the middle of October, 1877. There had been some misunderstanding between the President of the Connecticut and Passumpsic Railroad Company and Colonel Foster, and Colonel Foster claimed a settlement and possession of the road, and on the 17th day of October, 1877, Colonel A. B. Foster was arrested at Newport for a debt amounting to about \$27, and was conveyed to Irasburgh jail, where he was soon after released on bail. From this time negotiations ceased, and Colonel Foster formed the plan of taking forcible possession of the road; the arrangements were all made and completed on Friday, October 19th. Colonel Foster claimed he had full legal right to assume control of the line of his road, as he claimed the lease to the Passumpsic Railroad expired by limitation, and furthermore that the condition of the lease had never been fulfilled by lessees of the road.

On Saturday, October 20, Colonel Foster called a meeting of the directors of the Southeastern Railway Company, and a resolution was passed to repair a bad place in the track (a clay slide) in that portion

of the Missisquoi and Clyde Railroad, or rather Southeastern, it being in the town of Pottou, P. Q., a short distance east of the Province line at North Troy, Vt., and accordingly that same evening after the last trains had passed West Farnham, the northern terminus of the Southeastern Railway, Foster took formal possession of the road and rolling stock, and with a large gang of workmen run over the line of the road to the place above designated for repairs, and early Sunday morning, October 21, took up about forty or fifty lengths of rails on the Canada side of the line, and immediately set men at work with spile drivers, &c., putting in spiles and otherwise repairing the track. At the same time Colonel Foster sent a messenger to Newport, Vt., twelve miles distant, to notify the Passumpscott authorities of the fact that he was in possession of the road.

Mr. Foster at once commenced to organize his staff of employees and put the whole organization in thorough working order, and regular trains were run from "The Break," (as it was called) through to West Farnham and to Montreal, until the following week, Tuesday, October 30th, when Mr. Raymond, with others, proceeded to Richford and commenced, in his way, to repair the road after the manner that physicians of the old school use to cure their patients, by bleeding, &c., so as to relieve the patient. So Mr. Raymond and party commenced by taking up the track and destroying bridges and culverts near the Province Line at East Richford, and also near the line this side of Abercorn, and at Richford village, all three places being in the town of Richford. The last place being at the junction of Missisquoi Valley Railroad and Missisquoi and Clyde River Railroad.

It is needless to state that intense excitement prevailed along the line of the road while these events were transpiring. Col. Foster was, of course, laboring under great excitement. He came over the road to Abercorn, and then with a team to Richford, and returned to Montreal by the way of St. Albans on the six o'clock p. m., train. He went to the Ottawa Hotel where he dined; soon after dining he complained of being ill; he continued to grow worse until about four o'clock in the morning of November 1st, 1877; he died of disease of the heart caused by over-work and excitement. Col. A. B. Foster passed the whole of his life in railway construction and has left evidence of his skill in some of the roads in Massachusetts, Maine, Vermont and Canada, and as such constructor, gained the title of railroad king.

A full meeting of the directors was had on Wednesday, November 7, 1877, when, after passing resolutions of regret of the sudden death of Hon. A. B. Foster, and condolence with his family, and condemning the course of the parties destroying the road, they appointed Asa B. Foster superintendent of the road and authorized him to take possession and repair the road and resume the traffic.

The work of relaying the track commenced soon after eleven o'clock a. m., and so great was the assistance rendered by the people all along the line of the road who turned out *en masse* to help, that by five o'clock in the afternoon of the same day the whole track was relaid and a train was run over the road from Mansonville to Abercorn. The Town Grand Juror of Richford filed a complaint against President Raymond and Roadmaster Aulis, who were arraigned,

waived examination and gave bonds for their appearance at County Court. On November 14, 1877, Judge Royce granted an injunction against the Passumpsic Railroad, enjoining them from using, meddling or interfering with the track, rails, or ties, and after the service of of this injunction the Southeastern Railroad commenced running regular trains to Newport, and run the same till November 25th, when an injunction was granted by Judge Powers, restraining the Southeastern running over the Missisquoi & Clyde River Railway, and appointed H. E. Folsom receiver. This made another break in the train service, and again trains were withdrawn and only run between Farnham and Abercorn.

This state of things continued until April 10th, 1878, when a final and satisfactory settlement of the dispute between the Southeastern Railway Co. and the C. & P. Railway Co. was arranged and through trains once more run over the Southeastern and Missisquoi & Clyde River Railroad, from Montreal to Boston.

This interruption in running trains was a great hardship to business men along the line of this road; large quantities of lumber, bark, produce and other freights accumulated, and business nearly came to a standstill, and what made it seem still harder, the towns along the line of the road were heavily bonded in order to aid the construction of the road, and individuals had subscribed for stock so as to have the advantages of the road, and thus after doing so much to obtain the road, thus to be deprived of all advantages of it, was indeed hard to bear.

There should be some measures devised to guard against the recurrence of such a state of affairs. And I earnestly recommend the same to the consideration of the present Legislature.

There has not been a great amount of litigation between the railroads in this State. The receivers and managers of the Central Vermont Railroad Company asked for leave to sell the same and the Vermont & Canada Railroad to pay the debts of the same, but the petition was dismissed by the Supreme Court.

There was quite a controversy between the Woodstock Railroad and the Central Vermont, as to the right of the former to a grade crossing at White River Junction, which was denied by the court, but was afterwards satisfactorily adjusted by the parties in interest.

A company has been organized for the construction of a narrow gauge railroad from Brattleboro up West River, through the towns of Dummerstown, Newfane, Townshend and others, and so on to Whitehall. The towns along the line of the contemplated road have most of them bonded to aid in the enterprise, and if it can be constructed I have no doubt it will prove a success.

There has been a greater interest manifested in regard to the management of railroads and duties of Railroad Commissioners throughout the United States for the past few years, and nearly all the States now have Railroad Commissioners with powers and duties nearly the same, and Commissioners from nearly every State in the Union have asked me for copies of my last report, which contained in full the railroad laws of the State, and the same interest seems to have been felt by foreign governments.

The Consul General of France asked for copies of the reports, which I sent him, for the Commissioners of Commerce of that Government; also the Consuls General for the British Government and Germany requested copies, and I have sent them. The German Consul General writes as follows:

IMPERIAL GERMAN CONSULATE GENERAL, }
NEW YORK, August 29, 1877. }

Deeming the railroad question in many European countries a problem of the greatest importance, this office desires very much to inform the newly created Imperial Railroad Board at Berlin, Reichs, Ecsenbalm Anet, about the attempt made in the United States to regulate the railroads. Therefore I take the liberty of asking your kindness to send me copies of your annual reports. With best thanks in advance, I have the honor to be,

Your obedient servant,

HERMAN A. SCLUMACHERF,
Consul General of the German Empire.

In the fall of 1876 I issued the following blank, and sent them to the General Superintendents of all the railroads in the State, requesting them that immediately upon the occurring of any accident, to fill out and return it to me, so I could investigate and inquire into the cause of the accident, and if possible to ascertain the great causes of accidents, so if possible to devise some means to prevent them.

Blank sent was as follows:

REPORT OF ACCIDENTS.

To the Railroad Commissioner for the State of Vermont:

An accident occurred on the line of the
..... Railroad
at.....on the..
day of..... A. D. 187 ..

Cause of accident:

.....
.....
.....
.....

Result of accident:

[Number of persons killed or injured, (with name if known) loss of property, damage, &c.]

.....
.....
.....
.....

Remarks:

.....
.....
.....
.....

The roads for a few months sent me reports of the accidents, and I am pleased to say that in all cases reported I saw no reason for an investigation, and but very few serious accidents, and most of them, where loss of life occurred, it was through the carelessness of the party himself, and no fault of the employes of the road, and I am sorry to report that the cause of the most of the deaths seemed to be attributed to intoxication on the part of the person killed or injured.

The managers never refused to make these reports but they evidently disliked to do so, and finally after a few months ceased altogether.

It seems to me that this is a matter of great importance to the State, and would, if carefully reported, result in a great good, and in some States it is made the duty of all Railroad Companies, on the occurrence of an accident, to at once notify the Railroad Commissioner, when it was made, his duty to take testimony as to cause of the accident, etc. This is the case in the State of Rhode Island, and the Commissioner, in his report for 1878, says, "I now present an account in detail of the various accidents of the year, and my investigation of them. I have taken nearly seventy pages of testimony. My uniform course is first to administer the oath to the witness, then take the testimony, then read it to the witness and have him sign it."

And the Commissioner closes his report as to accidents as follows: It will be noticed that quite a large number of accidents are the result of people walking upon the tracks, and I am very firm in my conviction that if a law was passed punishing, by a small fine, any person walking upon the road, except at grade crossings, the result would be the saving of life and limb and beneficial in every respect.

Where this course has been pursued requiring the report and investigation of accidents, it has had the effect to reduce the number of accidents, and one State Commissioner reports a decrease of more than one-half. I would suggest the propriety of enacting a law making it the duty of the managers of all railroads in this State to immediately report every accident when it occurs, to the Commissioner, so he can investigate the same, and make the penalty for neglect severe enough to insure compliance. I consider this to be of great importance to the State and the traveling public.

I would also call your attention to the propriety of requiring all passenger trains to carry on each car a suitable quantity of good drinking water for the benefit of the passengers.

The Legislature of the State of Rhode Island, at its January session, 1876, passed such a law, and the Commissioner of that State, speaking of the law, says:

"The law passed at the last January session, relating to carrying water on the trains, has received the unqualified approval of the whole traveling public. The words of the law are: 'Carry on each passenger car a suitable quantity of good drinking water.' Immediately upon the passage of the law I had printed and forwarded a copy to each corporation. At the same time I forwarded a circular to them, giving my construction of the laws, which was in regard to water, as follows: "That water shall be carried through each train say every thirty minutes, when the running time is over an hour, but through

every train, however short the running time may be." This plan met the letter of the law, and is far preferable to having tanks of water kept in each car, because it is a difficult matter for ladies and children to go to the extreme end of a car when the train is in motion, to say nothing of finding the floor wet when they get there and the drinking vessels covered with cinders and dust. By having the water carried through the car the drinking vessels are at all times inviting, and all other objections are entirely removed."

I will here state that in some of the cars on some of the roads in this State they have adopted the same plan as is required by law in Rhode Island.

The subject of lighting cars is one that is receiving the earnest attention of our prominent railroad corporations through our whole country, and in some of the States they require that only gas and candles shall be used. The results of using gas shows that some very serious accidents have arisen from its use and is now in great disfavor. Corporations that have used it are now using candles, and, in fact, candles are now generally used on the most important roads of our land. Almost everything has been tried, and no one thing, however, resulting in such a loss of life as from kerosene oil. If I had preserved all the notices of accidents that have been caused by kerosene oil on cars the number would be perfectly astounding. Kerosene oil, when up to the standard, is a safe light for ordinary purposes, but to be used in cars, the lamps must be made of metal, and that lamp has not yet been made that will remain tight against the constant jostling movement of the cars; glass would not answer—it is so easily broken. To obtain safe light we must be prepared to see cars overturned and then on fire, and lamps filled with kerosene oil or with sperm oil, having before the accident saturated that portion of the floor under them, break and add fuel to the flames; these accidents should be guarded against by proper legislation at this time.

The matter of safely warming cars is another thing that is and should engage serious consideration. In the fearful accident at Ashtabula, undoubtedly by far the largest number of lives were lost by burning, more than from all other causes combined, and although no material now known used for stoves could withstand that fearful plunge of over seventy feet on the rocks, still it seems to me that we should take every precaution against such accidents as might occur. These stoves should be made materially different from most of those now in use. The door should be the only opening in them, and that should be firmly fastened by lock and key; the stoves should be firmly fastened through the floor, and so strongly made that when a car is overturned, it would retain its position and not scatter the red hot coals. I believe that legislation is necessary on these two points to make traveling as safe as possible.

The right of the state to exercise a supervision of railroads is well stated by the Commissioner of Wisconsin, approved and reported by the commissioners of Ohio, Minnesota, and perhaps others, as follows:

The right of the state to exercise a control over railroad corporations has been established by the supreme court of the United States. The necessity of some official, clothed with power to enforce the law is no longer a matter of doubt.

The commissioner of railroads and telegraphs for the state of Ohio, in his annual report for 1876, justly says:

"The more public attention has been intelligently directed to this subject, the more apparent is the wisdom and necessity of exercising state supervision over railway corporations and lines, and the more has public opinion sought to influence and promote such legislation and secure the appointment by the state, of officers clothed with sufficient authority to protect citizens in case of attempted usurpation, and to aid in redressing violations of the laws controlling and regulating these important interests."

"There can be no doubt that such an exercising officer, with discretion, the necessary authority, hearing and inquiring into all well grounded causes of complaint of mismanagement, unjust discriminations or other violations of law, and having, at his disposal, efficient means for prompt enforcement of all its provisions, can do service valuable to the state, the business and traveling community, and to the corporations, as it is evident that the true interests of the public are inseparable from those of railroads, and that if conditions exist, either prosperous or adverse to the one the other will inevitably be affected in a similar manner. But to secure the greatest benefit the office must be properly sustained by and have the hearty co-operation of the state."

On this subject the governor of Iowa, in his recent annual message, uses the following language:

"The right of the law-making power to regulate railroad tariffs has been sustained by the highest judicial tribunal of the land, and sustained, too, not merely because of the ample reservations made in the land-grant and other acts of our legislatures, but on broader principles, such, indeed as are essential to well-ordered governments; and I cannot but think that corporate rights are more securely guarded to-day, by reason of this decision, than if the determination of the disputed question had been otherwise. That this control shall be judiciously exercised, so that, while preventing extortion on the one hand, it shall not discourage enterprise on the other, is the dictate of wisdom. The creation of the office of railroad commissioner, with powers and duties similar to those exercised by like officials in other states, to be filled by some competent person, skilled in the knowledge needed in such position, I believe advisable, and recommend that the governor be authorized, with the consent of the senate, or executive council, to make such appointments."

Nearly all of the Western and Middle, some of the Southern, and all the New England States have established Commissioners with powers similar, and the result has been most favorable to the interest of roads, traveling public, and communities at large, and one of the most favorable aspects of the whole system is in endeavoring to secure a uniformity of reports and laws regulating our railroads and their traffic.

In my last report I stated the result of the meeting of the Railroad Commissioners of the New England States and New York, at Boston, Mass. The action of that convention was approved by nearly all of the Commissioners of the Western States, and the recommendations were approved and similar legislation asked by the following Commissioners:

L. G. DELANO,	-	Commissioner of Ohio.
JNO. E. NEFF,	-	Commissioner of Indiana.
W. M. SMITH,	}	Commissioners of Illinois.
GEO. E. BOYNE,		
JNO. H. OBERLEY,		
DANA C. LAMB,	-	Commissioner of Wisconsin.
W. R. MARSHALL,	-	Commissioner of Minnesota.
JOSIAH T. YOUNG,	-	Commissioner of Iowa.

And since then I have been in correspondence with the Commissioners of the various States, in reference to a general convention of all Commissioners from all the States and Canada, to consult together and if possible secure a uniform system throughout the United States and Canada, believing great good would be the result of such a convention, and that the same should be held at some central point.

The result has been the issuing of the following notice of a convention. I regret that it could not have been held at an earlier day, so that the doings of the same and its recommendations could be reported to you, the Legislature, at its present session. There can be no question but that it will result in good.

OFFICE OF RAILROAD COMMISSIONERS, }
St. Louis, Mo., June 20th, 1878. }

To the Hon. Myron W. Bailey, Railroad Commissioner of Vermont:

At a conference of the Railroad and Warehouse Commissioners of the State of Illinois with the Railroad Commissioners of the State of Missouri, held at the office of the latter, on the 6th inst., at which conference all of the Commissioners of both States were present, and all concurring in the opinion that many important public interests there discussed would be greatly promoted by a more extended interchange of views with the Commissioners of other States, it was unanimously agreed to propose a convention of all State Railroad Commissioners in the United States; and if the proposition were approved by the Ohio Commission, to call such convention at Columbus, in that State, on the 12th day of November next. The Hon. Wm. Bell, Commissioner of Railroads and Telegraphs for the State of Ohio, by his letter of the 10th inst. to this office, expressed his cordial approval of the suggestion, and invites the convention to meet at his office, on the day mentioned.

You are, therefore, respectfully invited to attend said Convention at the office of the Commissioner of Railroads and Telegraphs, in Columbus, Ohio, at 2 o'clock, p. m., November 12th, 1878.

Please inform this office of the receipt of this notice, and of your action thereupon. By direction of the Railroad Commissioners of the States of Illinois and Missouri.

M. H. CHAMBERLIN,

Secretary R. R. & W. H. Commission of Illinois.

GEO. C. PRATT,

Secretary Railroad Commission of Missouri.

With some of our railroad companies their business year terminates on 31st day of July, but with most of them it ends June 30th each year, and with a view to give them time enough to make their reports, I, on the 15th day of July sent to the superintendent or manager of each and every railroad in this state, blanks on which to make reports to me, and requested and urged each one to forward their report to me on or before the 15th day of August without fail. Notwithstanding the urgency of my request, and giving them one month's time in which to make and forward their reports to me (which time I thought was long enough, and not so long they would lay the blanks away and forget them) I did not receive the report of but one company within the time specified, and that one the Atlantic and St. Lawrence (Grand Trunk).

The Central Vermont Company and leased lines made their report on the 17th of August, and the next day I received the report of the Woodstock road. I then had every reason to believe I should receive the reports from all the companies so I could make my report in season; but I was destined to disappointment, for I received nothing farther, when about the 10th of September I telegraphed to all the companies that had failed to report to me, for them to forward their reports to me at once. Then some of the superintendents sent for blanks, (the one sent having been miscarried or mislaid), and I immediately sent to all who asked for them. And from that time up to the 24th day of September, 1878, I received reports from the various roads.

All reported except Vermont Valley, Burlington & Lamoille and Missisquoi railroad companies, but some being simply letters stating their inability to make the reports required on account of recent change in the possession of the road, as the (Missisquoi & Clyde River Railway), and that the greater portion of the roads being in another state

as the Rutland & Washington, Rensselaer & Saratoga roads, and also Grand Trunk (Atlantic & St. Lawrence.)

Thus the inability and neglect to make sufficient returns makes it impossible to get statistics that are complete and fully reliable; the best we can do is to approximate to it until the time comes (which I believe is not far distant) when so complete and uniform will be the accounts and returns of all railroad companies that all can obtain all the information required. And one great step towards the accomplishment of this much desired object will be the conventions of railroad commissioners and unity and harmony of action by the various states and railroads.

We do not deem it absolutely necessary that the state shall dictate either directly or through the commissioner the manner of keeping railroad accounts, this may be managed by the companies in any way.

But the state has a right to such facts capable of being furnished as are necessary to a full knowledge of the company's transactions; including the data for a comparative showing of the skill, fidelity and economy with which their roads are managed respectively.

And this implies the right to command reports that will supply all needed facts. Authority to require such reports and to enforce their prompt delivery in time for the commissioner's use is a necessity.

And we therefore find all that concerns the management of the railroads made a matter of more detailed and exact investigation in England and on the Continent than here. It comes about, therefore, also, that in opposition to what is alleged to be the American habit of letting individuals and corporations manage pretty much in their own way, the public there insist on holding managers of railroad companies to such strict accountability that it becomes possible to enact such a law as the new railroad law of Holland, which went into effect October 15, 1876, and which gives the government so much control of the management of the roads, and imposes such severe penalties that it would appear that the companies are justified in pronouncing it oppressive.

By it the Minister of the Interior is to locate stations, approve of time tables, determine the minimum number of cars of each class attached to each train; regulate the details of station service; watching the road; arrangement and inspection of rolling stock; making up and speed of trains; and finally, "everything required in the interest of the proper exercise of the service and safety in working."

The King may order a reduction in rates at any time, with this provision, however, that if thereby the net profits are brought below eight per cent on the capital, the loss below that is to be made good out of the treasury of the kingdom.

No special agreement can be made for transportation of freight at less than published rates, except for great quantities or by car loads; or for benevolent purposes. The reduction in the first two cases to be reported to the Minister of the Interior, and when once made, to be applicable to all like freight between the same points, and to be published.

By this law railroad officials and employes found guilty of certain offenses are not only subject to fine and imprisonment, but are also disqualified from any subsequent connection with any railroad in the kingdom.

Travelers who violate the regulations made for their government are to be fined from forty cents to thirty dollars, or imprisoned from one day to a month, and are henceforth to be denied entrance to the cars, or be removed if they gain entrance.

If such penalties were imposed here we should not be troubled in the execution of our laws.

Take up the report of the Railroad Commissioner for any state where attention is given to the subject and you will find it asserted that they do the best they can; it is impossible to make the returns which are sent out under state authority, safe standards of comparison as to doings or conditions of the roads within their jurisdiction.

Nor is it railroad commissioners alone who feel the importance of additional legislation on this subject, they are but the exponents of the views of all who pursue this subject either as a matter of business interest or scientific inquiry.

EARNINGS.

The earnings from all sources from the roads reporting, amount to the sum of five millions six hundred forty-eight thousand three hundred and eighty-eight dollars and sixteen cents, (\$5,648,388.16,) and was earned as follows, to wit: from passengers, \$1,811,771.29; freight, \$3,317,268.13; express, \$70,544.08; mails, \$163,671.08; rents, \$49,043.27; miscellaneous, \$236,090.31.

And the railroads have expended in maintaining and repairs of road-way, insurance, taxes, &c., to the amount of \$1,319,633.95.

Cost for repairs of machinery, rolling stock, &c.,	\$1,080,078 68
Expense of operating roads,	1,681,237 98
Paid interest on funded debt,	234,382 21
“ “ on floating debt,	16,553 90
Carried to surplus fund,	91,088 58
Paid dividends,	77,184 09

But one road in the state reporting as paid dividends, and that the Passumpsic & Connecticut River railroad.

The number of miles traveled by passenger, way and through, 45,429,046. No report from Rutland & Bennington Railway Company. No report from Montpelier & Wells River railroad.

The number of tons of way and through freight carried 2,449,929. No report from Rutland & Bennington railway. No report from Montpelier & Wells River railroad.

Number of tons of through and way freight carried one mile, 218,613,671. No report from Rutland & Bennington and Montpelier & Wells River railroads.

Total number of passengers carried one mile, 35,144,234. No report from Connecticut & Passumpsic, Rutland & Bennington, and Montpelier & Wells River railroads.

The whole number of miles run by passenger trains is 1,938,134. And whole number of miles run by freight trains is 2,821,421. And the whole number of miles run by wood, construction and gravel trains is 82,038. And the whole number of way and through passengers passed over the roads is 1,270,500. No reports from Rutland & Bennington and Montpelier & Wells River railroads.

I regret very much that I could not get some kind of a report from every railroad in this state, and those not reporting at all are Missisquoi, Burlington & Lamoille, and Vermont Valley. And those reporting their inability to answer interrogations are Missisquoi & Clyde, Rensselaer & Saratoga, and Rutland & Washington.

The accidents that have occurred during the past two years are thirty-five in number, thirteen (13) killed, twenty-two (22) injured. Of the number killed four (4) were employees of the roads and nine (9) persons that were not employed; and of the employees killed three were while shifting or shackling cars, and ten (10) of the injured was caused by same means.

It would seem to me that there might be some means devised so that the danger of shifting and shackling cars might be avoided.

And of those who were killed that were not employees of the roads six (6) were either walking on the track or at crossings; and of the injured three (3) were the same. Thus nine (9) out of the fourteen who were killed and injured, were walking on the track or at crossings. And I think no stronger argument could be used of the necessity of enacting a law prohibiting persons walking on the railroad track.

Another frightful source of accidents is stepping on and off of cars while in motion, and standing on platform of cars. This it seems to me should be remedied by suitable legislation and well deserves the attention of the legislature at this time.

The history of the railroads of this state has long been neglected, and much that pertains to this branch of the public records will soon be lost unless some effort is made to preserve it, and the sooner it is done the better and easier.

I have at the expense of considerable time and money, collected what pertains to the history of the earlier railroads of this state, including the strife and litigations between the Vermont Central and Vermont & Canada, as well as other roads. And when I talked with the State Auditor as to its publication, he thought there should be a special act authorizing its publication, and I herewith submit the whole matter for such action as to you seems best. I have had two or three applications from different private individuals for parts of said records, and have refused them, deeming it but right that the state should have them complete.

SUGGESTIONS.

I will close by briefly recapitulating the suggestions I have made as to legislation I deem to be necessary.

1st. To make it a penal offense for any employe on any train to leave the same until it arrives at its destination and not to leave the employ without reasonable excuse, without giving sufficient notice, &c.

2d. Enlarge the jurisdiction of the commissioner so he can, on application and due hearing and investigation order fences and cattle guards to be built or repaired within reasonable time or suffer a penalty for every day's willful neglect. Also to hear all complaint of neglect to make proper connections between different roads and means to enforce its orders.

3d. Provisions as to heating and lighting cars, and providing water for same, with power to require and enforce the same.

4th. Making it the duty of managers or superintendents of all railroads in this state to report as soon as possible on the occurrence of any accident, the same to the Railroad Commissioner, and his duty to inquire into the same, and with power to inquire into the cause of the same, when he may deem the public good may require.

5th. To prohibit persons from walking on the railroads under such penalties that will secure its enforcements.

6th. Suggestion as to authorization of the commissioner to publish the history of the railroads of this state from the first built up to the present: this once accomplished there can be no difficulty in keeping the record complete.

The only trouble in this state, as in many others, is the want of sufficient power to enforce the laws. A law without a penalty cannot be enforced if it is ever so wise and good. And I wish to see the railroad laws of our state brought up to the standard of other states, as I believe the public good requires it.

I hope and trust these suggestions will be fully considered, and if they meet your approbation, such legislation had as to carry them into effect.

In concluding this report I desire to express my obligations to the officers of the railroad corporations for the uniform courtesies I have experienced from them during my term of office. They have generally manifested a willingness to give me all the information in their power, and have furnished me with every desired facility in the discharge of my duty.

All of which is respectfully submitted.

MYRON W. BAILEY,
Railroad Commissioner.

St. Albans, Vt., Sept. 26, 1878.

BIENNIAL REPORT OF THE ATLANTIC AND ST. LAWRENCE RAILROAD COMP'Y,

For the two years ending June 30, 1878.

TABLE A.

STOCK AND DEBTS.

NOTE.—Under this head state the amount paid for interest, discount, &c., amount of funded debt, floating debt, rate of interest, amount of interest coupons due and unpaid.

Impossible to state more than the average per mile, based upon a total mileage of the railway. The figures would not accurately represent the portion of the railway situated in Vermont.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,
Expended since last report, viz :

For graduation and masonry,
For bridges,
For rails,
For chairs, spikes and ties,
For laying superstructure,
For buildings and fixtures,

NOTE.—State, also, the progress of the work, cost of graduation, superstructure, and all incidental expenses, or any extension or alteration of road to July 31, 1878.

Also, state the amount for interest, discount, &c., charged to construction account.

Impossible to state more than the average per mile, based upon a total mileage of the railway. The figures would not accurately represent the portion of the railway situated in Vermont.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,

Expended since last report,

Total cost of road and equipment,

Impossible to state more than the average per mile based upon a total mileage of the railway. The figures would not accurately represent the portion of the railway situated in Vermont.

TABLE D.

CHARACTERISTICS OF ROAD.

Total length of road.....	1,390 $\frac{1}{2}$ miles.
Total length of road in Vermont.....	30.62 "
Length of road completed.....	30.62 "
Length of branches.....	"
Length of side track.....	4.87 "
Average weight of rails per yard.....	65 pounds

NOTE.—State when chartered and when completed ready for use.

CHARTERED AND LENGTH OF BRIDGING.

	No. of Structures.	No. of Spans.	Length of Bridging in feet.
Trestle bridging.....	..	..
Truss bridging, 50 feet span and under.....	1	1	39 ft. 5 in.
do do from 50 to 100 feet span.....	2	2	196 " 6 "
do do from 100 to 150 feet span.....	4	4	431 " 6 "
do do 150 feet span and over.....	..	..
Drawbridges.....	..	..
Total.....	7	7	667 ft. 5 in

Number of road crossings at grade.....	16
Number of road crossings above and below grade.....	3
Average number of cross ties per mile.....	2,200
Average length of rail.....	26 feet.
Whole number of switches on main track.....	24

GRADIENTS AND ALIGNMENTS.

Level number of miles.....	6.38
Maximum grade.....	43.82 feet per mile.
Amount of straight line, miles.....	17.26
Amount of curved line, miles.....	13.36
Maximum radius.....	9,292 feet.
Minimum radius.....	1,154 "
Sum of ascents going in one direction.....	155.38 "
Sum of ascents going in opposite direction.....	483 "
Height of termini and summit above tide water, summit.....	1,361 "
Boundary between Canada and Vermont.....	1,240 feet above sea.
do do Vermont and New Hampshire.....	896 " " "

BUILDINGS AND FIXTURES.

Passenger houses.....	4
Freight houses.....	2
Engine house.....	1
Repair shops.....	2
Water stations.....	4
Dwellings.....	8
Wood sheds.....	3
Turn tables.....	2

Other buildings as follows :

EQUIPMENT.*

Number of locomotives owned by the company on the 31st of July, 1878.

	Under 18 tons.	16 to 20 tons.	20 to 25 tons.	25 to 30 tons.	30 tons and over.
In good repair.....					
Requiring slight repairs.....					
Requiring heavy repairs.....					
Worn out.....					

Number of cars owned by the company, July 31st 1878.

First class 8 wheel sleeping cars in good repair,
First class 8 wheel passenger cars in good repair,
First class 8 wheel passenger cars wanting repair,
Second class 8 wheel passenger cars in good repair,
Second class 8 wheel passenger cars wanting repair,
Baggage, express and mail cars in good repair,
Baggage, express and mail cars wanting repair,
Covered freight and cattle 8 wheel cars in good repair,
Covered freight and cattle 8 wheel cars wanting repair,
Platform 8 wheel cars in good repair,
Platform 8 wheel cars wanting repair,
Other freight cars,
Gravel cars,
Average weight of passenger cars,
Average weight of baggage cars,
" " box
" " platform
" " sleeping

*The greater part of the company's rolling stock is never run over the Vermont portion of the line. The figures would therefore be of no use for your purpose.

TABLE E.

BUSINESS OF THE LAST TWO YEARS.

Miles run by passenger trains,
Miles run by freight trains,
Miles run by gravel and construction trains,
Miles run by wood trains,
Number of through passengers carried in cars,
Number of way passengers,
Number of miles traveled by way passengers,
Number of miles traveled by through passengers,
Average distance traveled by way passengers,
Number of tons of through freight,
Number of tons of way freight,

Number of tons of way freight carried 1 mile,
 Number of tons through freight carried 1 mile,
 Total number of tons of freight carried 1 mile,
 Total number of passengers carried 1 mile,
 Average rate of speed of ordinary passenger trains,
 Average rate of speed of express trains,
 Average rate of speed of freight trains,
 Rate of fare charged first class through passengers per mile,
 Average rate of fare charged second class passengers per mile,
 Rate per ton per mile charged on first class through freight,
 Rate per ton per mile charged on second class through freight,
 Rate per ton per mile charged on third class through freight,
 Rate per ton per mile charged on fourth class through freight,
 Rate per ton per mile charged on first class way freight,
 Rate per ton per mile charged on second class way freight,
 Rate per ton per mile charged on third class way freight,
 Rate per ton per mile charged on fourth class way freight,

*We have no sub-division of statistics which would enable us to show this as regards the Vermont section of the railway.

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE TWO YEARS ENDING
JULY 31, 1878.*

Ordinary repairs of road bed and superstructure,
 Extraordinary repairs of road bed,
 Cost of new rails used in repairs,
 Cost of repairs of rails,
 Number of cross ties used for renewals,
 Cost of same,
 Cost of relaying rails and ties,
 Insurance and taxes,
 Repairs of bridges,
 " stations,
 " fences,
 " masonry,
 Total,

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,
 Repairs of passenger and baggage cars,
 Repairs of freight cars,
 Repairs of gravel cars,
 Repairs of tools and machinery in workshops,
 Oil used at stations and workshops,
 Fuel used at stations and workshops,
 Waste used at stations and workshops,
 Other items in detail as follows:
 Total,

*We have no sub-division of statistics which would enable us to show this as regards the Vermont section of the railway.

TABLE G.

COST OF OPERATING THE ROAD FOR THE LAST TWO YEARS ENDING JULY 31, 1878.*

Cost of wood used on locomotives,
 " coal "
 Number of cords of wood used by locomotives,
 " tons of coal "
 " cords of wood used at stations,
 Number of tons of coal used at stations,
 " cords of wood lost by fire,
 " gallons of oil,
 " pounds of waste,
 Cost of oil and waste for engines and tenders,
 " passenger and baggage cars,
 " freight cars,
 Loss and damage of freight,
 Loss and damage of baggage,
 Damages for injuries to persons,
 Damages to property, including fire, and animals killed on road,
 Office expenses and stationery,
 Pay of agents and clerks,
 Labor loading and unloading freight,
 Watchmen,
 Switchmen,
 Wood and water station attendance,
 Conductors, baggagemen and brakemen,
 Enginemen and firemen,
 For salaries of trustees, president, directors, treasurer and superintendent,
 For taxes on real estate, (including road bed,)

For printing, stationery and office expenses,
 For law expenses,
 Other expenses in detail, as follows :
 Total,

RECAPITULATION OF EXPENSES.

Maintaining roadway,
 Repairs of machinery,
 Operating,
 Proportion of expense due to passenger business,
 Proportion of expense due to freight business,
 Total,

*We have no sub-division of statistics which would enable us to show this as regards the Vermont section of the railway.

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

EARNINGS AND RECEIPTS.

From passengers,
 From freight,
 Expresses,
 Mails,
 Rents,
 Miscellaneous,

PAYMENTS OTHER THAN FOR CONSTRUCTION.*

For transportation expenses, viz :

For passenger business,
 For freight business,
 For other business, and what,
 For interest on funded debt,
 For interest on floating debt,
 For dividends,
 For carried to surplus fund,
 For amount of surplus fund,

VALUE OF MATERIALS ON HAND.*

Wood, cords of
 Coal, tons of
 Oil, gallons of
 Waste, pounds of
 Iron rails, tons of old
 Iron rails, tons of new
 Chairs, pounds of
 Spikes, pounds of
 Iron and other metals, unwrought,
 Iron and other metals, worked and partially worked,
 Lumber,

Other items specified as follows :

COST OF TRANSPORTATION.*

Actual cost of transporting freight per ton, per mile,
 Actual cost of transporting passengers, per mile,

*We have no sub-division of statistics which would enable us to show this as regards the Vermont section of the railway.

DETAILS OF EARNINGS FOR THE YEAR ENDING*

Source.	September.	October.	November.	December.	January.	February.
Through passengers.						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails..						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows.....						
Total.....						

*We have no sub-division of statistics which would enable us to show this as regards the Vermont section of the railway.

DETAILS OF EARNINGS.—CONTINUED.*

Source.	March.	April.	May.	June.	July.	August.
Through passengers.						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails..						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows:.....						
Totals.....						

*We have no sub-division of statistics which would enable us to show this as regards the Vermont section of the railway.

DETAILS OF EARNINGS FOR THE YEAR ENDING.*

Source.	September.	October.	November.	December.	January.	February.
Through passengers.						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails..						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows:.....						
Total.....						

*We have no sub-division of statistics which would enable us to show this as regards the Vermont section of the railway.

DETAILS OF EARNINGS.—CONTINUED.*

Source.	March.	April.	May.	June.	July.	August.
Through passengers.						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails..						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows:.....						
Totals.....						

*We have no sub-division of statistics which would enable us to show this as regards the Vermont section of the railway.

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

Date.	Place.	Train.	Cause and extent of injury.	Name.
Nov. 10, 1876.	Norton Mills.	Freight....	Struck by engine while standing on track; slightly bruised.....	Albert Bellows, child, 2 years old.
April 5, 1877.	Island Pond.	Freight....	Head cut and arm injured from falling.....	W. Gymer, Fireman.
Feb. 4, 1878..	Island Pond.		Leg broken while lifting old rails.....	H. Steady, Rail Shopman.
March 7, 1878	Island Pond.	Shunting..	Side injured, slipping on ice while coupling.....	M. Cushing, Switchman.
May 20, 1878.	Island Pond.	Passenger.	Head cut; slightly injured falling off train.....	S. Godere, Train news agent.

State whether any such accidents have arisen from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	<i>Killed.</i>	<i>Injured.</i>	<i>Killed.</i>	<i>Injured.</i>
Trains thrown from the track.....
Struck by bridge while on top of freight cars.....
Run over while walking on track.....	I
Injured at road crossing.....
Other causes.....	4	....	....
Total.....	4	....	I

Total number of persons killed..... 0
 Total number of persons injured, but not killed..... 5

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.*

Conductors of passenger trains,
 Amount of compensation,
 Conductors of freight trains,
 Amount of compensation,
 Conductors of wood and gravel trains,
 Amount of compensation,
 Master mechanics,
 Amount of compensation,
 Roadmasters,
 Amount of compensation,
 Men in repair shops,
 Amount of compensation,
 Enginemen of passenger trains,
 Amount of compensation,
 Enginemen of freight trains,
 Amount of compensation,
 Enginemen of wood and gravel trains,
 Amount of compensation,
 Firemen,
 Amount of compensation,
 Baggage men,
 Amount of compensation,
 Switchmen,
 Amount of compensation,
 Section men, (Foremen),
 Amount of compensation,
 Section hands,
 Amount of compensation,
 Watchmen,
 Amount of compensation,
 Station agents,
 Amount of compensation,
 Other laborers,
 Amount of compensation,
 Clerks connected with passenger business,
 Amount of compensation,
 Clerks connected with freight business,
 Amount of compensation,
 Superintendent of bridges, salary,
 Wood agent, salary,
 Other agents—how employed, and the salary of each, as follows, viz :

*We have no sub-division of statistics which would enable us to show this as regards the Vermont section of the railway.

The treasurer is required to state the amount of surplus (if any), the amount of net earnings on 187 , also the net earnings up to 187 , and to state amount of payments to surplus fund payments of interest, coupons, on funded debt, and other disbursements in detail so as to show the true condition of the finances of the company on the day of 187 . Such statement may be in the form of a general account, and must be verified by the oath of the treasurer.

STATE OF VERMONT, {
County ss. }

day of

187 .
Treasurer of
Railroad,

I,
the
Company, do solemnly swear that the above is a true statement of the condition of the finances
of said company, their trustees, or assignees or lessees, on the day of
187 .

Treasurer.

Sworn before me,

Justice of the Peace.

OFFICERS OF THE COMPANY.

SALARIES.

Trustees,
President,
Superintendent,
Treasurer.

NOTE —State the amount of each.

State names of officers of the road, with their P. O. address.

General Manager, Joseph Hickson, Montreal.

Superintendent, W. J. Spicer, Montreal.

Assistant Superintendent, (Eastern division) James Stevenson, Island Pond, Vermont.

Does any conductor or engineman in the employ of your road indulge in intoxication?

No.

Please answer the same question as applied to section men, brakemen and switchmen? No.
Are the trains on your road allowed to stand across highway crossings, to the unnecessary
delay of highway travel or business? No.Do your stationmen allow boys without business to frequent and remain about the trains
while stopping at stations? No.

Are your road fences and cattle guards such as the law demands? Yes.

STATE OF VERMONT, {

County, ss. }

depose and say

that the facts set forth and statements made in the foregoing report, which has been signed by

are true and correct, according to the best of

knowledge, information and belief.

Signed,

Subscribed and sworn to before me this

day of

187 .

REPORT OF THE

Bennington and Rutland Railway Company,

For the Years Ending June 30th, 1878.

This report is only from September 10, 1877, to and including June 30, 1878. For report previous to September 10, you are referred to Central Vermont Railroad Company of St. Albans, Vt.

TABLE A.

STOCK AND DEBTS.

NOTE.—Under this head state the amount paid for interest, discount, &c., amount of funded debt, floating debt, rate of interest, amount of interest coupons due and unpaid.

Stock, \$1,000,000; funded debt, \$475,000; no floating debt.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,

Expended since last report, viz.:

For graduation and masonry,
For bridges,
For rails,
For chairs, spikes and ties,
For laying superstructure,
For buildings and fixtures,

NOTE.—State, also, the progress of the work, cost of graduation, superstructure, and all incidental expenses, or any extension or alteration of road to July 31, 1878.

Also, state the amount for interest, discount, &c., charged to construction account.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,

Expended since last report,

Total cost of road and equipment,

TABLE D.

CHARACTERISTICS OF ROAD.

Total length of road.....	63 miles.
Total length of road in Vermont.....	63 "
Length of road completed.....	63 "
Length of branches.....	2 "
Length of side-track.....	5½ "
Average weight of rails per yard.....	56 and 60 pounds.

NOTE.—State when chartered and when completed ready for use.

CHARTERED AND LENGTH OF BRIDGING.

	Number of Structures.	Number of Spans.	Length of Bridging in feet.
Trestle bridging.....			
Truss bridging, 50 feet span and under.....	10	1	3,123 feet.
do do from 50 to 100 feet span.....	8	1	
do do from 100 to 150 feet span.....	8	1	
do do 150 feet span and over.....	2	1	
Draw bridges.....	0		
Totals.....			
Number of road crossings at grade.....			58
Number of road crossings above and below grade.....			0
Average number of cross ties per mile.....			2,300
Average length of rail.....			24 feet.
Whole number of switches on main track.....			51

GRADIENTS AND ALIGNMENTS.

Level, number of miles.....	15
Maximum grade.....	20 feet.
Amount of straight line, miles.....	20
Amount of curved line, miles.....	43
Maximum radius.....	..
Minimum radius.....	..
Sum of ascents going in one direction.....	42
Sum of ascents going in opposite direction.....	21
Height of termini and summit above tide water.....	..

BUILDINGS AND FIXTURES.

Passenger houses.....	12
Freight houses.....	3
Engine houses.....	3
Repair shops.....	3
Water stations.....	5
Dwellings.....	0
Wood sheds.....	2
Coal sheds.....	2
Turn tables.....	1

Other buildings as follows:

EQUIPMENT.

Number of locomotives owned by the company on the 31st day of July, 1878.

	Under 18 tons.	16 to 20 tons.	20 to 25 tons.	25 to 30 tons.	30 tons and over.
In good repair.....	5	4
Requiring slight repairs.....	1	..	..
Requiring heavy repairs.....	1	..	..
Worn out.....

Number of cars owned by the company, July 31st, 1878.....	187
First class 8 wheel sleeping cars in good repair.....	..
First class 8 wheel passenger cars in good repair.....	3
First class 8 wheel passenger cars wanting repair.....	..
Second class 8 wheel passenger cars in good repair.....	2
Second class 8 wheel passenger cars wanting repair.....	..
Baggage, express and mail cars in good repair.....	6
Baggage, express and mail cars wanting repair.....	..
Covered freight and cattle 8 wheel cars in good repair.....	47
Covered freight and cattle 8 wheel cars wanting repair.....	..
Platform 8 wheel cars in good repair.....	115
Platform 8 wheel cars wanting repair.....	..
Other freight cars.....	..
Gravel cars.....	14
Average weight of passenger cars.....	..
Average weight of baggage cars.....	..
" " box.....	..
" " platform.....	..
" " sleeping.....	..

TABLE E.

BUSINESS OF THE LAST TWO YEARS.

Miles run by passenger trains.....	88,446
Miles run by freight trains.....	55,950
Miles run by gravel and construction trains.....	4,180
Miles run by wood trains.....	..
Number of through passengers carried in cars.....	..
Number of way passengers.....	..
Number of miles traveled by way passengers.....	..
Number of miles traveled by through passengers.....	..
Average distance traveled by way passengers.....	..
Number of tons of through freight.....	..
Number of tons of way freight.....	..
Number of tons of way freight carried 1 mile.....	..
Number of tons through freight carried 1 mile.....	..
Total number of tons of freight carried 1 mile.....	..
Total number of passengers carried 1 mile.....	..
Average rate of speed of ordinary passenger trains.....	..
Average rate of speed of express trains.....	..
Average rate of speed of freight trains.....	..
Rate of fare charged first class through passengers per mile.....	..
Average rate of fare charged second class passengers per mile.....	..
Rate per ton per mile charged on first class through freight.....	..
Rate per ton per mile charged on second class through freight.....	..
Rate per ton per mile charged on third class through freight.....	..
Rate per ton per mile charged on fourth class through freight.....	..
Rate per ton per mile charged on first class way freight.....	..

Rate per ton per mile charged on second class way freight,
 Rate per ton per mile charged on third class way freight,
 Rate per ton per mile charged on fourth class way freight,

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE TWO YEARS ENDING JULY 31, 1878.

Ordinary repairs of road bed and superstructure.....	\$20,524 52
Extraordinary repairs of road bed.....	
Cost of new rails used in repairs.....	18,220 55
Cost of repairs of rails.....	
Number of cross ties used for renewals.....	
Cost of same.....	5,057 53
Cost of relaying rails and ties.....	
Insurance and taxes.....	
Repairs of bridges.....	2,881 79
" stations.....	3,692 94
" fences.....	1,230 49
" masonry.....	
Total.....	\$51,607 82

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$5,785 74
Repairs of passenger and baggage cars.....	2,228 72
Repairs of freight cars.....	3,334 39
Repairs of tools and machinery in workshops.....	1,009 50
Oil used at stations and workshops.....	
Fuel used at stations and workshops.....	
Waste used at stations and workshops.....	
Other items in detail as follows:	
Total.....	\$12,358 35

TABLE G.

COST OF OPERATING THE ROAD FOR THE LAST TWO YEARS ENDING JULY 31, 1878.

Cost of wood used on locomotives.....	\$12,324 86
" coal.....	4,072 45
Number of cords of wood used by locomotives.....	2,500
" tons of coal.....	12,000 lbs.
" cords of wood used at stations.....	100
" tons of coal.....	
" cords of wood lost by fire.....	
" gallons of oil.....	
" pounds of waste.....	
Cost of oil and waste for engines and tenders.....	
" " passenger and baggage cars.....	
" " freight cars.....	
Loss and damage of freight.....	16 10
Loss and damage of baggage.....	50 00
Damages for injuries to persons.....	
Damages to property, including fire, and animals killed on road.....	115 00
Office expenses and stationery.....	430 20
Pay of agents and clerks.....	7,494 01
Labor loading and unloading freight.....	818 22
Watchmen.....	
Switchmen.....	264 57
Wood and water station attendance.....	
Conductors, baggagemen and brakemen.....	7,421 70
Enginemen and firemen.....	6,582 34
For salaries of trustees, president, directors, treasurer and superintendent.....	850 00
For taxes on real estate (including road bed).....	1,466 53
For printing, stationery and office expenses.....	
For lav expenses.....	
Other expenses in detail, as follows:	
Total.....	\$41,905 98

RECAPITULATION OF EXPENSES.

Maintaining roadway.....	\$ 51,607 82
Repairs of machinery.....	12,358 35
Operating.....	41,905 98
Proportion of expense due to passenger business.....	
Proportion of expense due to freight business.....	
Total.....	\$105,872 15

TABLE H.
EARNINGS, RECEIPTS AND PAYMENTS.

EARNINGS AND RECEIPTS.

From passengers.....	\$50,025 85
From freight.....	70,285 71
Expresses.....	4,000 00
Mails.....	5,116 75
Rents.....	161 00
Miscellaneous.....	1,542 76

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz.:	
For passenger business.....	\$1,385 13
For freight business.....	1,224 30
For other business, and what:—Sundry account not named in this report.....	1,218 96
For interest on funded debt.....	
For interest on floating debt.....	
For dividends.....	
For carried to surplus fund.....	
For amount of surplus fund.....	
	<hr/> \$3,828 39

VALUE OF MATERIALS ON HAND.

Wood, cords of.....	1,229
Coal, tons of.....	200
Oil, gallons of (lard, engine and car oil).....	290
Waste, pounds of (white cotton).....	600
Iron rails, tons of old.....	75
Iron rails, tons of new.....	
Chairs, pounds of.....	6,000
Spikes, pounds of.....	7,500
Iron and other metals unwrought.....	
Iron and other metals, worked and partially worked.....	
Lumber, feet of.....	20,000
Other items specified as follows:	

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton, per mile,
Actual cost of transporting passengers, per mile,

DETAILS OF EARNINGS FOR THE YEAR ENDING 1877.

Source.	September.	October.	November.	December.	January.	February.
Through passengers.....						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails.....						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows.....						
Total.....						

DETAILS OF EARNINGS.—CONTINUED.

Source.	March.	April.	May.	June.	July.	August.
Through passengers.....						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails.....						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows.....						
Totals.....						

DETAILS OF EARNINGS FOR THE YEAR ENDING 1878.

Source.	September.	October.	November.	December.	January.	February.
Through passengers.	\$2,799 29	\$6,301 47	\$6,406 60	\$5,639 07	\$4,898 68	\$3,877 85
Way passengers.....						
Through freight.....	5,904 87	8,848 08	9,115 67	5,338 51	840 93	5,000 39
Way freight.....						
Express.....	400 00	400 00	400 00	400 00	400 00	400 00
Transport of mails..	361 78	528 33	528 33	528 33	528 33	528 33
Use of engines.....		37 50	156 00	201 50	97 50	91 00
Use of cars.....				3 86	27 63	60 05
Rent.....	12 50	16 50	16 50	16 50	16 50	16 50
Other earnings specified in detail as follows :						
Total	\$9,478 44	\$16,131 88	\$16,623 10	\$12,127 77	\$11,809 59	\$9,975 02

DETAILS OF EARNINGS.—CONTINUED.

Source.	March.	April.	May.	June.	July.	August.
Through passengers.	\$4,305 90	\$4,708 35	\$5,089 28	\$5,999 36		
Way passengers.....						
Through freight.....	7,005 01	8,993 21	7,520 84	6,718 20		
Way freight.....						
Express.....	400 00	400 00	400 00	400 00		
Transport of mails..	528 33	528 33	528 33	528 33		
Use of engines.....	84 50	91 00	91 00	84 50		
Use of cars.....	60 03	151 53	77 55	226 69		
Rent.....	16 50	16 50	16 50	16 50		
Other earnings specified in detail as follows :						
Totals	\$12,400 27	\$14,888 92	\$13,723 50	\$13,973 58		

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

November 12th, 1877, Benjamin Patterson, of Bennington, Vt., was killed near Bennington, walking on track. No negligence on part of railroad employees.

July 2, 1878, Zera Crossman attempted to drive across track at Danby, in advance of approaching train; train struck rear end of wagon, throwing him out and injuring him slightly. No negligence on part of railroad employees.

State whether any such accidents have arisen from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from the track.....				
Struck by bridge while on top of freight cars.....				
Run over while walking on track.....			I	
Injured at road crossing.....				I
Total.....			I	I

Total number of persons killed, 1.

Total number of persons injured, but not killed, 1.

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person. See above.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

Conductors of passenger trains,
Amount of compensation,
Conductors of freight trains,
Amount of compensation,
Conductors of wood and gravel trains,
Amount of compensation,

Master mechanics,
 Amount of compensation,
 Roadmasters,
 Amount of compensation,
 Men in repair shops,
 Amount of compensation,
 Enginemen of passenger trains,
 Amount of compensation,
 Enginemen of freight trains,
 Amount of compensation,
 Enginemen of wood and gravel trains,
 Amount of compensation,
 Firemen,
 Amount of compensation,
 Baggage men,
 Amount of compensation,
 Switchmen,
 Amount of compensation,
 Section men, (Foremen),
 Amount of compensation,
 Section hands,
 Amount of compensation,
 Watchmen,
 Amount of compensation,
 Station agents,
 Amount of compensation,
 Other laborers,
 Amount of compensation,
 Clerks connected with passenger business,
 Amount of compensation,
 Clerks connected with freight business,
 Amount of compensation,
 Superintendent of bridges,—salary,
 Wood agent,—salary,
 Other agents—how employed, and the salary of each, as follows, viz:

The Treasurer is required to state the amount of surplus (if any), the amount of net earnings on ¹⁸⁷, also the net earnings up to ¹⁸⁷, and to state amount of payments to surplus fund payments of interest, coupons, on funded debt, and other disbursements in detail so as to show the true condition of the finances of the company on the day of ¹⁸⁷. Such statement may be in the form of a general account, and must be verified by the oath of the Treasurer.

STATE OF VERMONT, }
 Bennington County, ss. } Seventh day of September, 1878.

I, C. E. Houghton, Treasurer of the Bennington & Rutland Railway Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees or assignees or lessees, on the seventh day of September, 1878.

CHAS. E. HOUGHTON, Treasurer.

Sworn before me,

S. B. HALL, Notary Public.

OFFICERS OF THE COMPANY.

SALARIES.

Trustees,
 President, A. B. Gardner, Bennington, Vt.
 Superintendent, F. C. White, Bennington, Vt.
 Treasurer, C. E. Houghton, North Bennington, Vt.

NOTE.—State the amount of each.
 State names of officers of the road, with their P. O. address.

Does any conductor or engineman in the employ of your road indulge in intoxication? Not to my knowledge.

Please answer the same question as applied to section-men, brakemen and switchmen. Not to my knowledge.

Are the trains on your road allowed to stand across highway crossings, to the unnecessary delay of highway travel or business? No.

Do your stationmen allow boys without business to frequent and remain about the trains while stopping at stations? No.

Are your road fences and cattle-guards such as the law demands? Yes.

STATE OF VERMONT, }
 Bennington County, ss. } I, F. C. White, Superintendent, depose and say that the facts set forth and statements made in the foregoing report, which has been signed by the Treasurer, are true and correct, according to the best of my knowledge, information and belief.

Signed,

F. C. WHITE.

Subscribed and sworn to before me this 7th day of September, 1878.

S. B. HALL, Notary Public.

BIENNIAL REPORT OF THE CENTRAL VERMONT RAILROAD,

RECEIVERS AND MANAGERS

OF THE

VERMONT CENTRAL, VERMONT AND CANADA, MONTPELIER
AND WHITE RIVER, RUTLAND, AND ADDISON RAILROADS.

For the two years ending June 30th, 1878.

TABLE A.

STOCK AND DEBTS.

NOTE.—Under this head state the amount paid for interest, discount, &c., amount of funded debt, floating debt, rate of interest, amount of interest coupons due and unpaid.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,
Expended since last report, viz :

For graduation and masonry,
For bridges,
For rails,
For chairs, spikes and ties,
For laying superstructure,
For buildings and fixtures,

NOTE.—State, also, the progress of the work, cost of graduation, superstructure, and all incidental expenses, or any extension or alteration of road, to July 31st, 1878.

Also, state the amount for interest, discount, &c., charged to construction account.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,
Expended since last report,
Total cost of road and equipment,

TABLE D.

CHARACTERISTICS OF ROAD.

Total length of road.....	347.28 miles.
Total length of road in Vermont.....	347.28 "
Length of road completed.....	347.28 "
Length of branches.....	6.00 "
Length of side track.....	
Average weight of rails per yard.....	60 pounds.

NOTE.—State when chartered and when completed and ready for use.

CHARTERED AND LENGTH OF BRIDGING.

	No. of Structures.	No. of Spans.	Length of bridging, in feet,
Trestle bridging.....			
Truss do., 50 feet span and under.....			
Truss do., from 50 to 100 feet span.....			
Truss do., from 100 to 150 feet span.....			
Truss do., 150 feet span and over.....			
Draw bridges.....			
Totals.....			

Number of road crossings at grades,
 Number of road crossings above and below grade,
 Average number of cross ties per mile, 2,300 to 2,600.
 Average length of rail, 22 to 30 feet.
 Whole number of switches on main track,

GRADIENTS AND ALIGNMENTS.

Level, number of miles, 76.
 Maximum grade, Mt. Holly 68 feet, Roxbury 43.
 Amount of straight line, miles,
 Amount of curved line, miles,
 Maximum radius,
 Minimum radius,
 Sum of ascents going in one direction,
 Sum of ascents going in opposite direction,
 Height of termini and summit above tide water,

BUILDINGS AND FIXTURES.

Passenger houses.....	53
Freight houses.....	50
Engine houses.....	10
Repair shops.....	8
Water stations.....	34
Dwellings.....	31
Wood sheds.....	62
Turn tables.....	11
Other buildings, as follows:	
Section car houses.....	61
Ice houses.....	12

EQUIPMENT.

Number of locomotives owned by the company on the 31st day of July, 1878.

	Under 18 tons.	16 to 20 tons.	20 to 25 tons.	25 to 30 tons.	30 tons and over.
In good repair.....					
Requiring slight repairs.....					
Requiring heavy repairs.....					
Worn out.....					

Number of cars owned by the company, June 30, 1878.	
First class 8 wheel sleeping cars in good repair.....	65
First class 8 wheel passenger cars in good repair.....	
First class 8 wheel passenger cars wanting repair.....	
Second class 8 wheel passenger cars in good repair.....	38
Second class 8 wheel passenger cars wanting repair.....	
Baggage, express and mail cars in good repair.....	
Baggage, express and mail cars wanting repair.....	2,150
Covered freight and cattle 8 wheel cars, in good repair.....	
Covered freight and cattle 8 wheel cars wanting repair.....	
Platform 8 wheel cars in good repair.....	
Platform 8 wheel cars wanting repair.....	
Other freight cars,	
Gravel cars,	
Average weight of passenger cars,	
Average weight of baggage cars,	
" " box "	
" " platform "	
" " sleeping "	

TABLE E.

BUSINESS OF THE LAST TWO YEARS.

Miles run by passenger trains.....	1,226,420
Miles run by freight trains.....	2,483,924
Miles run by gravel and construction trains.....	38,524
Miles run by wood trains.....	20,418
Number of through passengers carried in cars.....	389,067½
Number of way passengers.....	520,420
Number of miles traveled by way passengers.....	9,432,745
Number of miles traveled by through passengers.....	24,808,919
Average distance traveled by way passengers.....	
Number of tons of through freight.....	1,329,637
Number of tons of way freight.....	678,345
Number of tons of way freight carried 1 mile.....	
Number of tons through freight carried 1 mile.....	

Total number of tons of freight carried 1 mile.....	201,111.662
Total number of passengers carried 1 mile.....	34,241.664
Average rate of speed of ordinary passenger trains.....	22 miles.
Average rate of speed of express trains.....	27 "
Average rate of speed of freight trains.....	10 to 12 "
Rate of fare charged first class through passengers per mile.....	3 to 4 cents
Average rate of fare charged second class passengers per mile.....	2 to 3 "
Rate per ton per mile charged on first class through freight.....	
Rate per ton per mile charged on second class through freight.....	
Rate per ton per mile charged on third class through freight.....	
Rate per ton per mile charged on fourth class through freight.....	
Rate per ton per mile charged on first class way freight.....	
Rate per ton per mile charged on second class way freight.....	
Rate per ton per mile charged on third class way freight.....	
Rate per ton per mile charged on fourth class way freight.....	

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE TWO YEARS ENDING JUNE 30, 1878

Ordinary repairs of road bed and superstructure.....	\$ 578,592 28
Extraordinary repairs of road bed.....	170,888 40
Cost of new rails used in repairs.....	
Cost of repairs of rails.....	
Number of cross ties used for renewals.....	
Cost of same.....	
Cost of relaying rails and ties.....	
Insurance and taxes.....	16,351 29
Repairs of bridges.....	101,621 30
" stations.....	47,635 14
" fences.....	7,479 45
" masonry.....	
Total.....	\$922,567 86

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$216,225 42
Repairs of passenger and baggage cars.....	81,668 48
Repairs of freight cars.....	150,258 78
Repairs on gravel cars.....	6,311 23
Repairs on tools and machinery in workshops.....	32,928 81
Oil used at stations and workshops.....	
Fuel used at stations and workshops.....	
Waste used at stations and workshops.....	
Other items in detail as follows.....	
Total.....	\$487,392 72

TABLE G.

COST OF OPERATING THE ROAD FOR THE LAST TWO YEARS ENDING JUNE 30, 1878.

Cost of wood used on locomotives.....	\$ 541,450 17
Cost of coal used on locomotives.....	7,787 61
Number of cords of wood used by locomotives.....	
Number of tons of coal used by locomotives.....	
Number of cords of wood used at stations.....	
Number of cords of wood lost by fire.....	
Number of gallons of oil.....	
Number of pounds of waste.....	
Cost of oil and waste for engines and tenders.....	9,530 06
" " passenger and baggage cars.....	
" " freight cars.....	
Loss and damage of freight.....	2,773 37
Loss and damage of baggage.....	2,496 65
Damages for injuries to persons.....	
Damages to property, including fire, and animals killed on road.....	
Office expenses and stationery.....	12,980 03
Pay of agents and clerks.....	125,296 80
Labor loading and unloading freight (including hands at stations).....	89,742 53
Watchmen.....	26,034 61
Switchmen.....	
Wood and water station attendance.....	13,808 61
Conductors, baggagemen and brakemen.....	234,882 58
Enginemen and firemen.....	174,169 44
For salaries of trustees, president, directors, treasurer and superintendent.....	
For printing, stationery and office expenses.....	
For lav expenses.....	52,087 11
Other expenses in detail, as follows:	
Passenger expense.....	72,409 74
Freight expense.....	70,358 91
Car service.....	74,249 96
Advertising.....	10,093 27

RECAPITULATION OF EXPENSES.

Maintaining roadway and improvements	\$44,653 15
Repairs of machinery.....	6,935 77
Operating.....	35,904 68
Proportion of expense due to passenger business,	
Proportion of expense due to freight business,	
Total,	

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

EARNINGS AND RECEIPTS.

From passengers.....	\$22,380 21
From freight.....	54,797 71
Expresses.....	1,260 00
Mails.....	5,866 11
Rents.....	102 24
Miscellaneous.....	

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz :

For passenger business,
 For freight business,
 For other business, and what,
 For interest on funded debt,
 For interest on floating debt,
 For dividends,
 For carried to surplus fund,
 For amount of surplus fund,

VALUE OF MATERIALS ON HAND.

Wood, cords of
 Coal, tons of
 Oil, gallons of
 Waste, pounds of
 Iron rails, tons of old
 Iron rails, tons of new
 Chairs, pounds of
 Spikes, pounds of
 Iron and other metals, unwrought,
 Iron and other metals, worked and partially worked,
 Lumber,

Other items specified as follows :

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton, per mile,
 Actual cost of transporting passengers, per mile,

DETAILS OF EARNINGS FROM OCTOBER 19, 1877, TO JUNE 30, 1878.

Source.	September.	October.	November.	December.	January.	February.
Through passengers. {		\$944 20	\$2,661 46	\$2,111 34	\$2,161 57	\$2,049 19
Way passengers..... {						
Through freight..... {		3,969 88	8,794 49	6,261 65	4,859 46	5,598 13
Way freight..... {						
Express		60 00	150 00	150 00	150 00	150 00
Transport of mails.....		266 11	700 00	700 00	700 00	700 00
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows						
Total		\$5,240 19	\$12,005 95	\$9,822 99	\$7,871 03	\$8,497 32

DETAILS OF EARNINGS.—CONTINUED.

Source.	March.	April.	May.	June.	July.	August.
Through passengers.	\$2,929 03	\$2,784 66	\$2,929 32	\$3,209 44		
Way passengers.....						
Through freight.....	5,960 47	6,351 33	6,864 21	6,201 95		
Way freight.....						
Express.....	150 00	150 00	150 00	150 00		
Transport of mails..	700 00	700 00	700 00	700 00		
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows.....						
Totals.....	\$9,739 50	\$9,985 99	\$10,643 53	\$10,461 39		

DETAILS OF EARNINGS FOR THE YEAR ENDING
JUNE 30, 1878.

Source.	September.	October.	November.	December.	January.	February.
Through passengers.						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails..						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows.....						
Total.....						

DETAILS OF EARNINGS.—CONTINUED.

Source.	March.	April.	May.	June.	July.	August.
Through passengers.						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails..						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows.....						
Totals.....						

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

Nothing serious.

State whether any such accidents have arisen from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYES.		OTHERS.	
	<i>Killed.</i>	<i>Injured.</i>	<i>Killed.</i>	<i>Injured.</i>
Trains thrown from the track.....				
Struck by bridge while on top of freight cars.....				
Run over while walking on track.....				
Injured at road crossing.....				
Total.....				

Total number of persons killed,

Total number of persons injured, but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYES AND COMPENSATION.

Conductors of passenger trains, 3.			
Amount of compensation.....	\$67 50		per month
Conductors of freight and mixed trains, 4.			
Amount of compensation.....	50 00		"
Conductors of wood and gravel trains,			
Amount of compensation.....			
Master mechanics, 1.			
Amount of compensation.....	1,500 00		per year.
Roadmasters, 2.			
Amount of compensation.....	52 00		per month.
Men in repair shops, 17.			
Amount of compensation.....	2 50 to 1 15		per day.
Enginemen of passenger trains, 3.			
Amount of compensation.....	2 75		"
Enginemen of freight trains, 3.			
Amount of compensation.....	2 50		"
Enginemen of wood and gravel trains, &c., 1.			
Amount of compensation.....	2 25		"
Firemen, 7.			
Amount of compensation.....	1 45		"
Baggagemen, 3.			
Amount of compensation.....	1 62½		"
Brakemen, 10.			
Amount of compensation.....	1 40		"
Section men, (Foremen), 28.			
Amount of compensation.....	1 35		"
Section hands, 77.			
Amount of compensation.....	1 00		"
Watchmen, 7.			
Amount of compensation.....	1 40 to 1 25		"
Station agents, 26.			
Amount of compensation.....	20 00 to 52 00		per month.
Other laborers, 20.			
Amount of compensation.....	1 00 to 2 25		per day.
Clerks connected with passenger business, 1.			
Amount of compensation.....	40 00		per month.
Clerks connected with freight business, 1.			
Amount of compensation.....	60 00		"
Superintendent of bridges.....	125 00		"
Wood agent and engineer.....			
Other agents—how employed, and the salary of each, as follows, viz:			
1 General Freight and Passenger Agent.....	\$1,500 00		per year.
1 Accountant and Paymaster.....	700 00		

The Treasurer is required to state the amount of surplus (if any), the amount of net earnings on 187 , also the net earnings up to 187 , and to state amount of payments to surplus fund payments of interest, coupons, on funded debt, and other disbursements in detail so as to show the true condition of the finances of the company on the day of 187 . Such statement may be in the form of a general account, and must be verified by the oath of the Treasurer.

STATE OF VERMONT, }
County, ss. }

I, _____ day of _____ 187 ,
Treasurer of the Railroad com-
pany, do solemnly swear that the above is a true statement of the condition of the finances of
said company, on the _____ day of _____ 187 .

Sworn before me,

Treasurer.

Justice of the Peace.

OFFICERS OF THE COMPANY.

SALARIES.

Trustees,
 President,
 Receivers and Managers, A. B. Jewett, A. W. Hastings.
 Superintendent, A. B. Jewett.
 Treasurer, A. W. Hastings.

NOTE.—State the amount of each.

State names of officers of the road, with their P. O. address.

C. H. Stevens, General Freight and Passenger Agent, St. Johnsbury, Vt.
 John R. Rust, Supt. of Track and Bridges, "
 Geo. E. Howe, Master Meehanic, "

Does any conductor or engineman in the employ of your road indulge in intoxication? Not to our knowledge.

Please answer the same question as applied to section-men, brakemen and switchmen. Not to our knowledge.

Are the trains on your road allowed to stand across highway crossings, to the unnecessary delay of highway travel or business? No.

Do your stationmen allow boys without business to frequent and remain about the trains while stopping at stations? No.

Are your road fences and cattle-guards such as the law demands?

STATE OF VERMONT, } We depose and say that the facts set forth and statements
 Caledonia County, ss. } made in the foregoing report, which has been signed by us are
 true and correct, according to the best of our knowledge, information and belief.

Signed, A. B. JEWETT, }
 A. H. HASTINGS, } Receivers and Managers.

Subscribed and sworn to before me this 12th day of September, 1878.

P. D. BLODGETT, Justice of the Peace.

BIENNIAL REPORT OF THE Woodstock Railroad Company

For the two years ending June 30th, 1878.

TABLE A.

STOCK AND DEBTS.

NOTE.—Under this head state the amount paid for interest, discount, &c., amount of funded debt, floating debt, rate of interest, amount of interest coupons due and unpaid.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,
Expended since last report, viz:

For graduation and masonry.....	} \$510,000
For bridges.....	
For rails.....	
For chairs, spikes and ties.....	
For laying superstructure.....	
For buildings and fixtures.....	

NOTE.—State, also, the progress of the work, cost of graduation, superstructure, and all incidental expenses, or any extension or alteration of road, to July 31st, 1878.

Also, state the amount for interest, discount, &c., charged to construction account.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,
Expended since last report,
Total cost of road and equipment, \$510,000.

TABLE D.

CHARACTERISTICS OF ROAD.

Total length of road.....	14	miles.
Total length of road in Vermont.....	14	"
Length of road completed.....	14	"
Length of branches.....		
Length of side track.....	1,700	feet.
Average weight of rails per yard.....	56	pounds.

NOTE.—State when chartered and when completed and ready for use.

CHARTERED AND LENGTH OF BRIDGING.

	No. of Structures.	No. of Spans.	Length of bridging, in feet,
Trestle bridging.....	5	76	1,200
Truss do., 50 feet span and under.....	2	3	100
Truss do., from 50 to 100 feet span.....			
Truss do., from 100 to 150 feet span.....			
Truss do., 150 feet span and over.....	1	1	200
Draw bridges.....			
Totals.....	8	80	1,500

Number of road crossings at grade.....	10
Number of road crossings above and below grade.....	5
Average number of cross ties per mile.....	2,200
Average length of rail.....	30 feet.
Whole number of switches on main track.....	20

GRADIENTS AND ALIGNMENTS.

Level, number of miles.....	2	
Maximum grade.....	121.44	
Amount of straight line, miles.....	5.5	
Amount of curved line, miles.....	8.5	
Maximum radius.....	114.59	
Minimum radius.....	7.17	
Sum of ascents going in one direction.....	562	feet.
Sum of ascents going in opposite direction.....	234	"
Height of termini and summit above tide water.....	351.679-775	

BUILDINGS AND FIXTURES.

Passenger houses.....	3
Freight houses.....	3
Engine houses.....	1
Repair shops.....	1
Water stations.....	2
Dwellings.....	2
Wood sheds.....	2
Turn tables.....	1
Hand car houses.....	2
Other buildings as follows:	

EQUIPMENT.

Number of locomotives owned by the company on the 30th day of June, 1878.

	Under 18 tons.	16 to 20 tons.	20 to 25 tons.	25 to 30 tons.	30 tons and over.
In good repair.....					
Requiring slight repairs.....					
Requiring heavy repairs.....					
Worn out.....					

Number of cars owned by the company, June 30th, 1878.....	
First class 8 wheel sleeping cars in good repair.....	
First class 8 wheel passenger cars in good repair.....	
First class 8 wheel passenger cars wanting repair.....	
Second class 8 wheel passenger cars in good repair.....	
Second class 8 wheel passenger cars wanting repair.....	
Baggage, express and mail cars in good repair.....	
Baggage, express and mail cars wanting repair.....	
Covered freight and cattle 8 wheel cars in good repair.....	
Covered freight and cattle 8 wheel cars wanting repair.....	
Platform 8 wheel cars in good repair.....	
Platform 8 wheel cars wanting repair.....	
Other freight cars.....	
Gravel cars.....	
Average weight of passenger cars.....	
" " baggage ".....	
" " box ".....	
" " platform ".....	
" " sleeping ".....	
No equipment owned by company.....	

TABLE E.

BUSINESS OF THE LAST TWO YEARS.

Miles run by passenger trains.....	16,800
Miles run by freight trains.....	16,800
Miles run by gravel and construction trains.....	300
Miles run by wood trains.....	
Number of through passengers carried in cars.....	15,900
Number of way passengers.....	11,850
Number of miles traveled by way passengers.....	41,678
Number of miles traveled by through passengers.....	220,320
Average distance traveled by way passengers—nearly 6 miles.....	
Number of tons of through freight.....	
Number of tons of way freight.....	
Number of tons of way freight carried 1 mile.....	32,920
Number of tons through freight carried 1 mile.....	101,016
Total number of tons of freight carried 1 mile.....	138,960
Total number of passengers carried 1 mile.....	261,988
Average rate of speed of ordinary passenger trains, miles per hour.....	18
Average rate of speed of express trains, miles per hour.....	15
Average rate of speed of freight trains, miles per hour.....	15
Rate of fare charged first class through passengers per mile.....	5 cents.
Average rate of fare charged second class passengers per mile.....	
Rate per ton per mile charged on first class through freight.....	

Rate per ton per mile charged on second class through freight,		
Rate per ton per mile charged on third class through freight,		
Rate per ton per mile charged on fourth class through freight,		
Rate per ton per mile charged on first class way freight,	25	cents.
Rate per ton per mile charged on second class way freight,	21	"
Rate per ton per mile charged on third class way freight,	17	"
Rate per ton per mile charged on fourth class way freight,	10	"

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE FOR THE TWO YEARS ENDING JUNE 30, 1878.

Ordinary repairs of road bed and superstructure	\$8,670 32
Extraordinary repairs of road bed	
Cost of new rails used in repairs	
Cost of repairs of rails	
Number of cross ties used for renewals	
Cost of same	
Cost of relaying rails and ties	
Insurance and taxes	
Repairs of bridges	
" stations	
" buildings	
" fences	
" masonry	
Total	

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	
Repairs of passenger and baggage cars	
Repairs of freight cars	
Repairs of gravel cars	
Repairs of tools and machinery in workshops	
Oil used at stations and workshops	
Fuel used at stations and workshops	
Waste used at stations and workshops	
Other items in detail as follows :	

Total

TABLE G.

COST OF OPERATING THE ROAD FOR THE LAST TWO YEARS ENDING JUNE 30, 1878.

Cost of wood used on locomotives	\$6,320 00
" coal	
Number of cords of wood used by locomotives	
" tons of coal	
" cords of wood used at stations	
" tons of coal	
" cords of wood lost by fire	
" gallons of oil	300
" pounds of waste	800
Cost of oil and waste for engines and tenders	27 00
" " passenger and baggage cars	70 00
" " freight cars	
Loss and damage of freight	
Loss and damage of baggage	
Damages for injuries to persons	
Damages to property, including fire, and animals killed on road	
Office expenses and stationery	
Pay of agents and clerks	2,760 00
Labor loading and unloading freight	
Watchmen	396 00
Switchmen	
Wood and water station attendance	
Conductors, baggagemen and brakemen	1,690 00
Enginemen and firemen	2,255 00
For salary of superintendent	1,800 00
For taxes on real estate (including road bed)	
For printing, stationery and office expenses	
For law expenses	
Other expenses in detail as follows :	
Terminal expense, White River Junction	3,000 00
Engine rental and car service	5,437 68
General supplies	3,087 00
Total	\$35,856 00

TABLE H.
EARNINGS, RECEIPTS AND PAYMENTS.

EARNINGS AND RECEIPTS.

From passengers.....	\$17,738 77
From freight.....	20,033 19
Expresses.....	1,200 00
Mails.....	1,302 30
Rents.....	
Miscellaneous.....	
Total.....	\$40,274 26

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz.:	
For passenger business.....	\$35,856 00
For freight business.....	
For other business, and what:	
For interest on funded debt.....	3,000 00
For interest on floating debt.....	
For dividends.....	
For carried to surplus fund.....	
For amount of surplus fund.....	1,418 26
Total.....	\$40,274 26

VALUE OF MATERIALS ON HAND.

Wood, corns of,
Coal, tons of,
Oil, gallons of,
Waste, pounds of,
Iron rails, tons of old,
Iron rails, tons of new,
Chairs pounds of,
Spikes, pounds of,
Iron and other metals, unwrought,
Iron and other metals, worked and partially worked,
Lumber,
Other items specified as follows:

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton per mile,
Actual cost of transporting passengers per mile,

DETAILS OF EARNINGS FOR THE YEAR ENDING

Source.	September.	October.	November.	December.	January.	February.
Through passengers.						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails.....						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows.....						
Total.....						

DETAILS OF EARNINGS.—CONTINUED.

Source.	March.	April.	May.	June.	July.	August.
Through passengers..						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails.....						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail follows.....						
Total.....						

DETAILS OF EARNINGS FOR THE YEAR ENDING.

Source.	September.	October.	November.	December.	January.	February.
Through passengers.						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails...						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows:.....						
Total.....						

DETAILS OF EARNINGS.—CONTINUED.

Source.	March.	April.	May.	June.	July.	August.
Through passengers.						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails..						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows:.....						
Totals.....						

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from the track.....				
Struck by bridge while on top of freight cars.....				
Run over while walking on track.....				
Injured at road crossing.....				
Other causes.....				
Total.....				

Total number of persons killed,
Total number of persons injured, but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

Conductors of passenger trains,	
Amount of compensation.....	
Conductors of freight and mixed trains,	
Amount of compensation.....	
Conductors of wood and gravel trains,	
Amount of compensation.....	
Master mechanics,	
Amount of compensation.....	

Roadmasters,	
Men in repair shops,	
Enginemen of passenger trains,	
Enginemen of freight trains,	
Enginemen of wood and gravel trains, &c.,	
Firemen,	
Baggagemen,	
Brakemen,	
Section men, (Foremen),	
Section hands,	
Watchmen,	
Station agents,	
Other laborers,	
Clerks connected with passenger business,	
Clerks connected with freight business,	
Superintendent of bridges,	
Wood agent and engineer,	
Other agents—how employed, and the salary of each, as follows, viz:	

The Treasurer is required to state the amount of surplus (if any), the amount of net earnings on 187, also the net earnings up to 187, and to state amount of payments to surplus fund payments of interest, coupons, on funded debt, and other disbursements in detail so as to show the true condition of the finances of the company on the day of 187. Such statement may be in the form of a general account, and must be verified by the oath of the Treasurer.

TREASURER'S REPORT FOR THE FINANCIAL YEAR ENDING SEPTEMBER

30, 1877.

Balance on hand September 30th, 1876, as per report.....	\$ 384 64
Total receipts for the year ending September 30, 1877.....	43,091 23
	\$43,475 87
Paid connecting roads.....	\$22,611 11
Operating expense as rendered.....	16,863 06
Paid town of Woodstock.....	2,000 00
Cash on hand.....	2,001 70
	\$43,475 87
Cash on hand September 30, 1877.....	\$2,001 70
Due by the Woodstock Railroad Co. (about).....	435 00
	\$1,516 70

FRANCIS W. CLARKE,
Treasurer.

STATE OF VERMONT, {
Windsor County, ss. }

At Woodstock, this fifteenth day of August, 1878, I, Francis W. Clarke, Treasurer of the Woodstock Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 30th day of September, 1877.

FRANCIS W. CLARKE,
Treasurer.
LEWIS PRATT,
Notary Public.

Sworn before me,

OFFICERS OF THE COMPANY.

SALARIES.

Trustees.—Not determined.
President.—Not determined.
Superintendent, \$9.00
Treasurer.—Not determined.
NOTE.—State the amount of each.

State names of officers of the road, with their P. O. address.

President.—A. G. Dewey, Quechee, Vt.

Directors.—A. G. Dewey, Quechee; Chas. Dana, Woodstock; S. S. Thompson, Lyndonville; Francis W. Clarke, Lewis Pratt, Frank N. Billings, Edward Dana, Woodstock; Chas. S. Raymond, Bridgewater; Otis Chamberlain, Pomfret.

Treasurer.—Francis W. Clarke.

Superintendent.—James G. Porter.

Does any conductor or engineman in the employ of your road indulge in intoxication?

Please answer the same question as applied to section-men, brakemen and switchmen.

Are the trains on your road allowed to stand across highway crossings, to the unnecessary delay of highway travel or business?

Do your stationmen allow boys without business to frequent and remain about the trains while stopping at stations?

Are your road fences and cattle-guards such as the law demands?

STATE OF VERMONT, I, J. G. Porter, depose and say that the facts set forth and Windsor County, ss. statements made in the foregoing report, which has been signed by me are true and correct, according to the best of our knowledge, information and belief.

Signed,

J. G. PORTER,
Superintendent.

Subscribed and sworn to before me this 15th day of August, 1878.

LEWIS PRATT,
Notary Public.

